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The COSALT habit
is catching

Continued from Page 15

**SITUATIONS
VACANT**

SKIPPER required for 63ft. trawler, rigged and full midwater and bottom gear, good electronics, permanent position in the UK, based St. Mawes, Cornwall. Telephone: Leigh Shatto 32478 after 5pm.

HUGH Norman (Marine Sales) Ltd have vacancies for two experienced sales persons in Scotland and England. These are great opportunities for suitable persons with a young rapidly growing company. Write in the first instance to: Hugh Norman (Marine Sales) Ltd, Ythan Cottage, Ellon, Aberdeenshire.

WANTED. Experienced crew for 90ft. trawler. Must be able to spire with an engine and trawl. Highly experienced hands please. Telephone: Plymouth 708463.

SEINE net skipper wanted for modern 75ft. steel vessel to operate from n. east Scotland. For details telephone: Buckle 32753.

Danes

From page 1
official beginning of the 12-mile zone.

It was not until they were boarded by officers from the 100-ton Navy minesweeper HMS Cuxton, just over eight miles seaward of the Eddystone, that they realised they were poaching.

Gustav Loth, 36, of Bente Loh, and Jorn Andersen, 30, of Singo, both admitted breaking the 1976 Sea Fishery Limits Act.

Loth, who had a previous conviction for breaking the 12-mile limit off Redcar in 1971, when he was fined £500, was fined £12,000 with £70 costs. Andersen was fined £10,000, also with £70 costs.

The presiding magistrate, Miles Clarke, ordered that both skipper's catches should be forfeited and sold.

Mr. Clarke said: "Although this is one of the early cases under the 1976 Act, it must be clearly understood that fishing agreements between EEC countries must be upheld and enforced. We view with concern that these vessels arrived so ill-equipped, and irresponsibility of this kind will not be tolerated."

Hilary Collins, prosecuting for MAFF, had asked the Bench to impose the maximum penalties — £50,000 fine and confiscation of gear and catch.

After "bitter complaints" by local boats, Cuxton found the 120ft. Danish boats trawling, he said.

Cuxton was on fishery protection duty off Ram Head when she saw the two trawlers. Radar showed they were within the 12-mile limit.

Bente Loth was boarded, and it was discovered that his skipper had no chart of the Western part of the Channel; his radar was not working, and he had no idea where he was.

Andersen, the skipper of the other vessel, had just a small-scale chart with him which made it impossible for him to see exactly where he was. Both men agreed they were within the limit.

Between them, the trawlers, which were escorted into Plymouth, had on board 350 tons of pilchards and mackerel — worth a minimum of £12,000.

Mr. Robert Lesses, defending, said the trawlers left Denmark on February 8 and began fishing in the North Sea. But they had a poor trip and decided on the spur of the moment to go to the UK.

TO HIRE

SKIPPER and crew required to work a 63ft. boat under 25 tons with 200hp plus will supply own gear if necessary. Box No. 504.

WANTED to hire fishing vessel with trawl gear and terns, details of vessel with Box No. 505.

MARINE SURVEYS

SEA SURVEYS, 25 North Road, Bristol, professional surveyor, maps and valuations. Stability books made up to DCTI approval according to new regulations. All types, anywhere. Bristol 43322 (24 hours).

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ESTABLISHED angling charter and pleasure boat business north west coast, modern GRP boat, excellent advance bookings for 1977. Price £9,000. Box No. 506.

moment to try the south west coast. Because they did not usually fish in this area, they had only two charts.

They did not appreciate the Eddystone was the starting point of the zone. "This is a case where you can accept that although they may have been foolish or ill-advised they were not deliberately intending to commit a flagrant breach of the law," said Mr. Lesses.

"Although the trawlers' radar was working, they did not pick up a signal from the lighthouse."

The magistrates ruled that unless the fines were paid within seven days, they would issue a distress warrant against the boats, which meanwhile were being detained in Plymouth.

After the case, skipper Loth said they intended to appeal. Both skippers said they might have to sell their boats to meet the fine.

On Wednesday the skippers successfully appealed against the fines. Judge J. A. Cox, reduced the fine to £2,500 each.

He said: "If we believed these two men were deliberately poaching in this area, we should not have interfered with the penalties by one penny."

Judge Cox said that in some ways the Eddystone Lighthouse was a special case. From maps he had seen there did not seem to be any other instances around the coast where a lighthouse was the starting place of the 12-mile limit.

Robbie Cuxton, skipper of the 120ft. Danish boats trawling, he said.

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The old record of £28,485 for 1,104 kits was set by the Zebra's sister ship Rose Panther.

Rose Panther also put up a new daily average earnings record of £2,054.

SALTRAM 24



Completed craft to any specification from £8,450
by K. R. Skentisbury & Sons Ltd, Saltram Developments, Laira Bridge Boatyard, Plymouth
Telephone PLYMOUTH 42386 TRADE ENQUIRIES WELCOME

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DIESELS**

FISHING NEWS

BAN SPARKS DESPERATE HERRING HUNT

A DISASTROUS time on the Minch grounds faces the Scottish herring fleet now hit by a North Sea ban. The ban came into effect on February 28, forcing the fleet to leave the Shetland grounds. The only alternative is the Minches, where fishing is reported to be even worse than during the winter of 1975-76. The only ray of hope seems to be the discovery of some big mackerel shoals last week to the west of Orkney by a group pursers.

Three pursers had some good mackerel shots and, a total of 54,809 units was with prices at around £110-120 for £1,100,000, as against 2115 a ton, more vessels were last year's figure of 11,153 units worth £259,016. Least to follow this week.

Most of the Shetland herring fleet stayed at home this week and it was the Scottish north-east boats which made from the summer fishing around the Shetlands.

Early this year catches were being made close in off the coast of the Shetlands but, during the latter part of February, the fleet was off Foula.

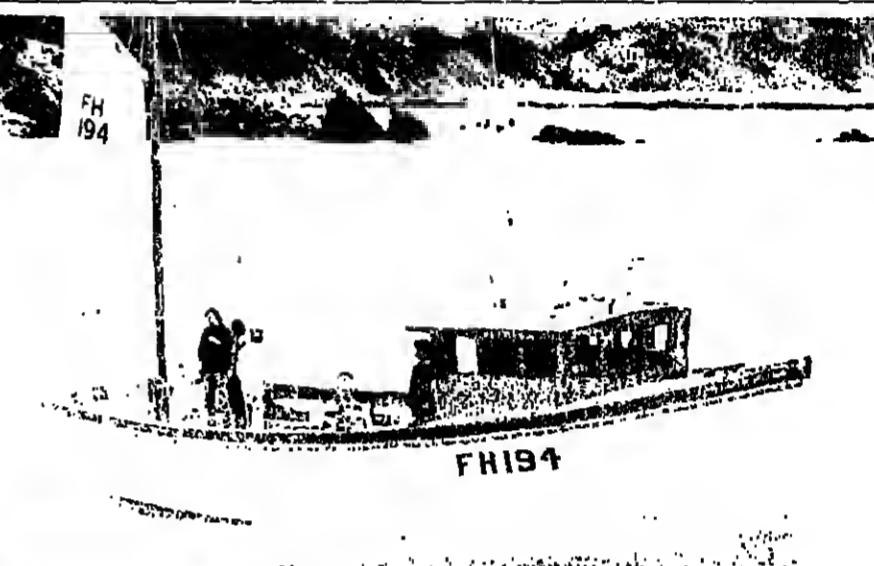
Last week the skipper of a Fraserburgh purse seiner said that there are probably still plenty of herring on the east side. However, the boats had found good shoals to the west of the islands when they were forced round by bad weather.

He added that the ban has been imposed — there is still plenty of herring.

Fishermen had limited themselves to two landings a week, with a quota of 40 units per man for each landing. Because of bad weather most boats have made one landing a week for much of the time. Herring has been of mixed quality but prices have been high, ranging from £4 to £27.60 a unit at Fraserburgh.

There has also been a small outlet for catches at Shetland. In addition, Norwegian klong dykars were buying catches at £16 a unit.

To page 16



'DISASTER' TRIPS TO CANADA

THREE Grimsby side trawlers made big losses on 4,500-mile round trips to Canada. The trips were described on Hullerid as a 'disaster'. Story page 16.

the Redifon Sealand 30

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hours of receiving your order. Why wait for old-fashioned crystals?

The larger version — Sealand 66 — has all the advantages of the 30 and also offers 66 channels and multi-position remote control facilities.

Both have international type approval.

Depots at: Aberdeen, Cumbria, Fleetwood, Fraserburgh, Glasgow, Grimsby, Hull, Liverpool, Lowestoft, North Shields, Southampton, and Tilbury.

Redifon Telecommunications Limited, Broomhill Road, Wandsworth, London SW14. Tel: 01-747 7281. Telex: 626228.

Recovery plan for Humberside

A BIG investment in smaller and more versatile trawlers is needed on Humberside.

This is one of a number of recommendations being put to the Trade and Industry Sub-Committee of the House of Commons, in a document aimed at safeguarding the future of fishing at Hull and Grimsby.

The comprehensive report compiled by the Hull City Council has not been without its critics.

While it was factual and well presented, Coun. Leslie Rowland (Con.) said the language is not strong enough. "We should tell the Government what we want. There are too many 'mights' and 'shoulds' in this report," he added.

The general uncertainty that prevails in the international fisheries is a major obstacle to restructuring the fleet, says the report. The Government is urged to clarify the position and make every effort to get quick and satisfactory agreements.

As much of Britain's fish supply as possible should be caught and landed by British vessels. It is recommended that landings by foreign vessels and imported cargoes of fish should only be allowed when it is necessary to maintain production in processing or if it is part of a reciprocal arrangement with another country.

The report also makes the point that Hull would be an ideal centre for any Government investment in fishing.

Urging reciprocal fishing arrangements with other countries, if only on a limited basis, would, says the report, help Hull in particular.

With tremendous investment in Hull — both in capital and people — this should not be allowed to decline if there are supplies to be got in other areas. Unemployment levels are already above the national average on Humberside, notes the report.

The Labour-controlled Hull City Council defeated a move by the opposition for an amendment that the report should be referred to a special committee of the council to strengthen and re-formulate its proposals.

• The British Fishing Federation called last Friday for an urgent meeting with John Shirk, the MAFF Minister, because it feels Britain is not getting a fair deal from the EEC Commission in Brussels.

BFF vice-president Fred Parkes said that Britain appeared to be getting left behind as the EEC completed third-party deals without consulting the British.

**REDIFON
TELECOMMUNICATIONS**
— on land and sea



Rockhopper, another record catch!

Pictured below is Robbie Cuxton, Skipper/Owner and his crew of the GM32 'Rockhopper' with the Cup for best overall grousing of the Fluehing Fishermen's 1976/77 mackerel season (boats under 40ft). In one day, he brought back 6,000kg of fish on the deck of his Cygnus 32. Robbie was also second placed in the total mackerel season grousing, and in yearly all-in grousing. Needless to say, in both cases, Cygnus vessels took first placing — Alan Deville's GM32 'Goody' and Colin Parker's GM32 'Byrnan'.



The GM32 is just one of a range of heavy displacement, ruggedly constructed, all available in any stage of construction, and eligible for WFA, BIM, H and GRP fishing vessels covering 21ft. to 36ft., tourist board grants etc.

Chris Brook, Trelawny, TR11 4RX, Cornwall. Tel: 0320 782000.

So why not let Cygnus work for you as well, for more details contact Cygnus Marine Limited, Tregomme Industrial Estate, Falmouth.

THE CYGNUS WORKBOATS

MAIDEN SETS A RECORD

ABERDEEN'S newest stern trawler *Grampian Warrior* has set a record for a Scottish trawler on her maiden to Faroe.

Grampian Warrior grossed £29,233 for her catch of 1,980 cwt. after a 14-day trip.

She also set a record for the first box of haddock sold from a maiden shot — £105. The buyer, David Burns of Trawl Pack, received the traditional new hat and the money will go to Aberdeen Fishermen's Mission fund. *Grampian Warrior* is owned by George Craig & Sons Ltd.

Sir John Gilmour (Con. East Fife) said he wanted to increase their fishing effort.

"The report says: 'The fine details of the deal reveal that 42 trawlers up to 1,000 grt can be used at one time, with 27 in the 1,000-2,000 grt range and 17 over 3,000 grt.'

"I had thought that 17 was the maximum figure, but it seems that three other figures are also included."

"The report goes on: 'The Russians are thought to have already taken at least 12,000 tons of sprats from the North Sea this year in contrast to the EEC quota of 1,083 tons imposed on them for the first quarter of 1977. The Russians will clearly exceed their total fish catch limit of 38,000 tons in Community waters by the time the deal runs out on March 31.'

"I agree that it is not easy, in the first three months after a new fishing agreement is concluded, to ensure that everything is right. These figures may not be entirely true or accurate, and it may not be possible for the Minister to comment on this today, but I think that such a report sounds disquieting and needs to be looked into."

"We know that the order which applies to Russia expires on March 31 and, therefore, a new order will have to be made so there is an opportunity to take action."

Mr. Brown replied that he did not suppose *Fishing News* had bothered to come to the committee but he hoped they would read *Hansard*.

Where Mr. Brown might not rest so easy is that wa checked back in our source of information (EEC Council Regulation 194/77) and, with one small correction, wa stand by what was reported.

Article 4 and annexes of the EEC regulation set out the number of Soviet ships which may be licensed and which may fish at any one time.

"Within that overall number they are allowed to have only the equivalent of 17 vessels operating at any given time. I am not saying that this formula is perfect, but it is a substantial achievement. We have reached agreement



Scottish under-secretary, Hugh Brown.

fishing Scottish waters for herring.

Douglas Henderson (Soc. Nat., East Aberdeenshire) demanded a full fishing policy, set out in a white paper, complaining that orders were coming through in dribs and drabs.

The hearing is expected to begin next month, probably in London, as both sides are anxious to resolve the matter as quickly as possible.

The ruling should have been implemented on landings from last Sunday midnight, but two inshore skipper-owners notified the board of their intentions to contest the ruling by taking the case to an industrial tribunal.

On Friday, March 4, the local branch of the NDLB discussed the matter at a special meeting, afterwards announcing it had been decided to await the outcome of the tribunal's findings.

Morever, as a condition of the deferral, the NDLB has insisted that Wardley intends for lumper landings on all her catches until the results of the tribunal are known.

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'Gallic' boats FISHING-A BAD are not under-cutting SAFETY RECORD

SIR, in your February 26 issue you published a letter from Skipper A. Atkinson of DAM Trawlers Ltd, which accused the vessels *Gallic Rose* and *Gallic May* of undermining the withdrawal price scheme by selling for "fresher".

First, we are indeed gratified that such a large proportion of our catches has been able to be sold on the fresh market for human consumption — this is due partly to the good condition in which the fish is landed as a result of having been stored in refrigerated seawater tanks, and second, in greater part due to the very considerable efforts made by the vessels' agents in Newlyn, Klamet Fisheries (Cornwall) Ltd, in pioneering and maintaining new European aucteats.

Those aucteats have not been developed for the sole benefit of these two vessels, but have also benefitted many other local boats.

If Skipper Atkinson's outraged sense of self-interest allows him to appreciate humour, then he will be emused to learn that we made efforts to join two producer organisations last year, but at that time was excluded from the "club".

On a more serious note,

LETTERS: The Editor reserves the right to edit the length of published correspondence according to space available.

however, we would ask whether it is preferable to fish for fish meat, whilst at the same time exploiting the withdrawal price scheme indirectly supported by the taxpayer, or to sell on the fresh market to willing Continental buyers?

To my knowledge we have not, at any time, "under-cut" the minimum withdrawal price.

A. H. Thornton,
Director,
Gallic Shipping Ltd,
Blomfield House,
88 London Wall,
London EC2.

PO 'policemen' on patrol

SIR, On February 19, the first elected board of directors of the Cornish PO was appointed and had its first meeting. The board members are nearly all sea-going owners and will meet once a month — there will be plenty of work for them to do.

The PO has been very active for some time, which does not tally with the *Fishing News* claim a few weeks ago that POs have washed their hands of the dangerous free-for-all on the SW mackerel.

Last week you reported the results of the prosecution of skippers who had been caught inside the local three-mile limit. The CFPO was very much involved in that achievement.

We have urged the Cornish PO to back its fisheries patrol officer to maintain the maximum vigilance over our precious three-mile limit.

We ask for the protection of the only area in which local hand-line boats have a real chance to continue to make a living free from the menace of large vessels, and in waters where the shoals of mackerel will not be broken up by trawlers. The Sea Fisheries Committee has carried this out very well considering its limited resources.

When the fisheries protection boat was out of commission at the end of last year the PO chairman's boat was used to carry the fisheries officers and prosecutions have resulted from these trips; other PO boats were also offered.

PO members are prepared to report any infringement of the limit.

The remarks made in the latter seem to be typical of the complacency to be found in certain sectors of the fishing industry, that indicates that there is a good understanding of the correct use of safety equipment and survival techniques by fishermen generally. I do not believe this is so.

History does not show a

Sprat was capelin

SIR, Being an interested and usually receptive reader of *Fishing News*, I found myself wondering after reading the article on the front page of your February 25 issue, under the heading 'We Just Can't Win', whether perhaps I had been too uncritical in the past in my acceptance of your article.

Fishing News claims that the defence of south-west fish stocks is being left to Cornish MP in Westminster. This seems a very proper activity for Cornish MPs, but how do you think they know the urgent dangers to fishing hero?

Our frequent letters to them are surely an important source of their information, together with their own enquiries to the CFPO when fishing matters are to be raised in the House.

We have tried and tried to get MAFF to take action before the mackerel go the same way as the herring. Our only course as an individual PO is to regulate the use of our withdrawal scheme for mackerel so that it is operated only during marketing emergencies, and not as a merchanting convenience. We have done this!

We are told that stock conservation is not the concern of POs. Nevertheless, the CFPO chooses to make conservation its concern because it wants to have membership still working in future years.

Deephene Lawry, Secretary, Cornish Fish Producers Organisation Ltd, Eagle Cottage, Kynnaock, St. Just, Cornwall.

In our 'Comment' column (February 18) we were referring to Producer Organisations invited by the Ministry to attend the mackerel talks in London. As far as the CFPO is concerned, we were given to understand at the time that no representatives were invited to attend.

Ed.

however, we would ask whether it is preferable to fish for fish meat, whilst at the same time exploiting the withdrawal price scheme indirectly supported by the taxpayer, or to sell on the fresh market to willing Continental buyers?

Further, it was recommended that personnel already at sea should benefit from a course as soon as practicable.

The findings of the committee which were reported by the Department of Trade to the Government in April, 1976, and were accepted in their entirety, stressed the need for training to become compulsory for new and re-entrant to the maritime industries, as soon as sufficient training facilities are available, and that training methods should be updated, standardised and that instructors should be qualified to teach the subject.

For the record it should be pointed out that, although there has been no compulsory, it has, nevertheless, been the policy of the majority of offshore oil companies to train their personnel on an approved survival course, with the result that approximately 1,750 men have been trained, which I am sure places the offshore industry second to none in the respect of safety.

Lady White said: "We are extremely critical as a committee. We regard it as impractical and the whole basis of it is probably misguided.

Richard Dorrington, a senior civil servant in the Department of the Environment, said that the commission of the EEC had made clear that they had no intention of limiting the discretion of member states in the application of the directive and it would be for them to apply the directive to waters which they thought in need of protection.

In my experience, as an instructor on survival, and later as survival officer in the Royal Navy, and presently lecturing on the subject each week, mainly to offshore oil and merchant industry personnel, the factors that lead to fatalities in the aftermath of a maritime disaster, are: lack of knowledge on how to use the equipment correctly, and what actions need to be taken, prior to, during and after abandonment to ensure that the correct techniques are employed to preserve life.

The remarks made in the latter seem to be typical of the complacency to be found in certain sectors of the fishing industry, that indicates that there is a good understanding of the correct use of safety equipment and survival techniques by fishermen generally. I do not believe this is so.

Training establishments in all ports have a responsibility to provide this important training: this I know they are attempting to do.

The industry has an equal responsibility in ensuring that all its personnel are trained, so that together a determined effort can be made to improve the standard of knowledge on the whole subject of survival among those who go fishing in the North Sea.

J. H. Cross, AMNI,
Lecturer in Survival,
71 Middlemills Road,
Inverurie,
Scotland.

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GRIMSBY'S newest enchor-seiner *Iysha* (Skipper Dennis Sorensen) got off to a fine start with a maiden grossing of £5,708 from 241 knts, nearly all quality North Sea cod, at Grimsby on February 28.

A spokesman for owners, A. E. Richardson & Co. Ltd, told *Fishing News* he was very pleased with the trip and barring a few minor teething troubles *Iysha* had come up to expectations on her first voyage.

Iysha had the misfortune to be one of 14 seiners lending that morning on a market already well supplied with deep water and middle water trips, or otherwise she could have expected a much better return.

However there is no doubt that her potential and she is expected to figure among the front-runners during the summer.

Cosalt is the largest manufacturer of nets in the U.K. and has concentrated on the heavy and of the market.

Knox, based at Kilburnie, Ayrshire, and founded in 1778, has traditionally made lighter nets.

Cosalt intends to develop the facilities at Kilburnie and continue to market nets under the Knox name.

standards all wrong

AN EEC draft directive setting up standards for the water in which shellfish grow was criticised as "extremely unscientific" by the Chairman of a House of Lords Committee examining EEC legislation last week.

Lady White said: "We are extremely critical as a committee. We regard it as impractical and the whole basis of it is probably misguided.

Richard Dorrington, a senior civil servant in the Department of the Environment, said that the commission of the EEC had made clear that they had no intention of limiting the discretion of member states in the application of the directive and it would be for them to apply the directive to waters which they thought in need of protection.

In the fishing industry equalled this record over the past three years or so, with particular regard to those who have not had formal survival training? I doubt it.

Finally, I was pleased to read of the extension of survival course availability, as recommended by the ad hoc committee.

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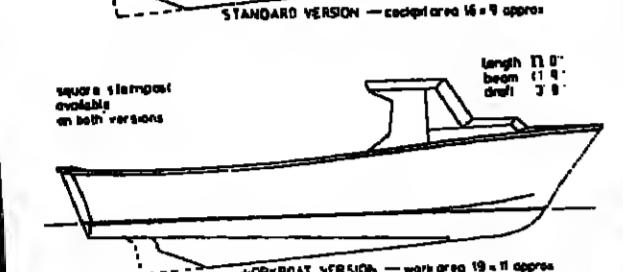
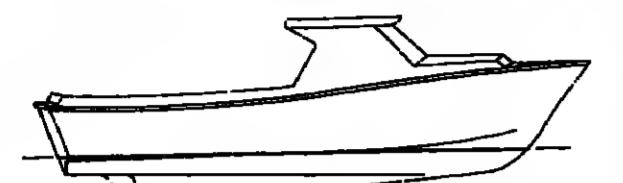
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John Burgess' Log

"WE TRAWL mostly for flats in shallow water — generally in depths of five fathoms, seldom in 5-10 fm. and never in water deeper than 10 fm."

"We have saved enough to buy an echo sounder and have been wondering which of the recording sounders available it would be best for us to get."

"We don't want an expensive instrument which can perform miracles like detecting single fish in two or three hundred fathoms, but a reasonably priced one with white line facilities. Have you any suggestions?"

"I think that a sounder known as the Depmar 131, one of a series of instruments which Kelvin Hughes are having made for them by Honda in Japan, might meet your requirements as well as any."

Although it incorporates white line, bottom anywhere, and variable paper speed facilities, its price is modest and a special shallow water version is now available.

A standard Depmar 131 has six recorder ranges covering 0-121 fm. with ap-



propriate sounding rates and pulse lengths.

It can be operated from either a 12 or 24V DC power supply, consumption being 12 and 29 w respectively, and it is obtainable with a 200 kHz transducer frequency.

Its recorder measures 8 1/4 x 11 1/4 x 6 in. and weighs 14 lb., while its transducer, which can be fitted to GRP and steel,

is 10 1/2 x 6 x 3 1/2 in. as well as wooden hulls, measures only 8 1/4 x 2 1/2 x 1 in.

The special shallow water version of the Depmar 131 is being produced by Elliott Instruments Ltd. at its works on the Station Industrial Estate, South Wondham Ferrers, Essex.

Its sounding rate is 25 per cent higher than that of a standard instrument and its basic range is 0-15 fm. instead of 0-20 fm.

Although the basic range of 0-10 fathoms would be ideal for your purposes, 0-15 fm. is likely to prove very satisfactory.

Markings will be spaced on the recorder paper so that you can see them clearly and, should you have any difficulty in doing so, you will always be able to make use of the "bottom anywhere" facility.

Another facility which may further command the sounder to you is that soundings can be taken by means of a flasher in either of two ranges: 0-10 and 0-20 fm.

Assuming the isobars of depression to be circular, as associated trough will lie at right angles to the line of progression of its centre, this is roughly along a line from north to south somewhere about the middle of the North Sea.

The trough lies between warm and cold fronts and, therefore, known as a front trough.

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The Goodridge Aeroquip range of low, medium and high pressure rubber and stainless
steel flexible hoses, oil, fuel and water lines etc. 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Gauncies and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

£53,282: *Prince Phillip*, Boston (Sk. R. Harries), 2,095k, NC, 24 days. £47,165: *Ross Ramillies*, BUT (Sk. R. Papper), 1,827k, NC, 23 days. £41,145: *Vianova*, BUT (Sk. A. Hankin), 1,815k, NC, 23 days. £39,877: *Vivaria*, BUT (Sk. R. Kurz), 1,647k, WS/NC, 27 days. £38,089: *Ross Renown*, BUT (Sk. E. St. Pierre), 1,714k, NC, 22 days. £27,708: *Belgoun*, Boston (Sk. W. G. Balla), 1,518k, NC, 24 days. £38,494: *Ross Kipling*, BUT (Sk. D. Keeble), 1,508k, WS/NC, 26 days. £34,365: *Northern Gift*, BUT (Sk. D. Pulfrey), 1,423k, NC, 25 days. £34,070: *Blackburn Rovers*, Consol (Sk. W. G. Hardie, Jr.), 1,400k, NC, 23 days. £30,239: *Aldershot*, Consol (Sk. A. Call), 1,311k, NC, 24 days.

Middle water

£32,875: *Ross Zebra*, BUT (Sk. P. McCarthy), 1,385k, W, 16 days. £22,220: *Ross Panther*, BUT (Sk. W. Stokes), 1,098k, W, 16 days. £21,800: *Osaka*, Taylor (Sk. P. Newby), 1,022k, W, 17 days. £20,975: *Nanoo*, Taylor (Sk. G. Hughes), 950k, W, 18 days. £17,336: *Ross Cub*, BUT (Sk. A. Radpath), 747k, F/NS, 17 days.

North Sea

£9,859: *Tom Grant*, Lindsey (Sk. A. Wray), 386k, NS, 13 days. £8,688: *Lofton*, Lindsey (Sk. R. Hatton), 351k, NS, 13 days. £7,734: *Loveden*, Lindsey (Sk. A. Ireland), 297k, NS, 14 days.

Seiners

£8,912: *Rasmine*, Chapman (Sk. V. Thomsen), 379k, NS, 14 days.

£7,416: *Arcona Bay*, Chapman (Sk. E. Thomsen), 277k, NS, 15 days.

£7,243: *Coral Bank*, Sleight (Sk. D. McKenny), 251k, NS, 18 days.

£6,813: *Vendetto*, Chapman (Sk. J. Thomsen), 245k, NS, 17 days.

£6,771: *Tanana*, Danbrit (Sk. A. Lunde), 249k, NS, 10 days.

£6,314: *Iris Dean*, Consol (Sk. B. Andersen), 262k, NS, 14 days.

£5,981: *Samora*, Chapman (Sk. K. Hansen), 252k, NS, 17 days.

£5,835: *Bennisan*, Conao (Sk. J. Jorgen Bojen), 233k, NS, 15 days.

£5,711: *Resilience*, Ward (Sk. D. Bailey), 118k, 15 days.

£2,545: *Craigmillar*, Ward (Sk. J. Jackson), 118k, 14 days.

£2,529: *Fair Isle*, Ward, 92k.

£967: *Peter Loumond*, 43k.

HULL

£58,180: *Arctic Cavalier*, Boyd (Sk. R. Bryant), 2,445k, NC, 22 days. £51,380: *Loch Eriboll*, BUT (Sk. D. Patterson), 2,327k, NC, 22 days. £32,683: *Ross Orranta*, BUT (Sk. S. Thomson), 1,788k, F, 11 days. £29,424: *Glenmorangie Chieftain*, North Star (Sk. R. Leiper), 1,622k, S, 16 days. £24,705: *Pindarus*, BUT (Sk. J. Glasgow), 1,284k, S, 13 days. £24,327: *St. Dominic Hamling* (Sk. P. Grayburn), 1,883k, NC, 25 days. £40,361: *Lord St. Vincent*, BUT (Sk. A. Ossler), 1,602k, NC, 22 days. £28,582: *Falstaff* (Sk. B. Owbridge), 1,531k, NC, 21 days. £31,570: *Glen Moriston*, Marr (Sk. J. Chisholm), 1,731k, F, 16 days. £26,451: *Glen Urquhart*, Marr (Sk. W. Morgan), 872k, S, 10 days.

FLEETWOOD

Norway Coast

£36,246: *Boston Stirling*, Boston (Sk. W. Bridge), 1,558k, 20 days. £28,097: *Robert Hewett*, Hewett (Sk. W. Harrison), 1,344k, 20 days.

Greenland

£30,005: *Fylde*, Marr (Sk. A. Barkworth), 1,504k, 24 days. £21,445: *Boston Blenheim*, Boaton (Sk. R. Rawcliffe), 936k, 24 days. £16,494: *Lunedra*, Marr (Sk. W. Scott), 7,213kg, NS, 3 days.

£3,455: *Resilience*, Ward (Sk. D. Bailey), 118k, 15 days. £2,545: *Craigmillar*, Ward (Sk. J. Jackson), 118k, 14 days. £2,529: *Fair Isle*, Ward, 92k.

£967: *Peter Loumond*, 43k.

ABERDEEN

£37,780: *Ben Lui*, Irvin (Sk. T. Nelson), 1,410k, DW, 17 days. £32,368: *Clarkwood*, Wood (Sk. S. Thomson), 1,788k, F, 11 days. £29,424: *Glenmorangie Chieftain*, North Star (Sk. R. Leiper), 1,622k, S, 16 days. £24,705: *Pindarus*, BUT (Sk. J. Glasgow), 1,284k, S, 13 days. £24,327: *St. Dominic Hamling* (Sk. P. Grayburn), 1,883k, NC, 25 days. £40,361: *Lord St. Vincent*, BUT (Sk. A. Ossler), 1,602k, NC, 22 days. £28,582: *Falstaff* (Sk. B. Owbridge), 1,531k, NC, 21 days. £31,570: *Glen Moriston*, Marr (Sk. J. Chisholm), 1,731k, F, 16 days. £26,451: *Glen Urquhart*, Marr (Sk. W. Morgan), 872k, S, 10 days.

LOWESTOFT

£13,874: *Suffolk Challenger*, Hobson (Sk. D. Atkina), 569k, NS, 13 days. £13,158: *Fornham Queen*, Talisman (Sk. B. Turrell), 541k, NS, 12 days. £13,076: *St. Phillip*, East Coast (Sk. T. Martin), 544k, NS, 10 days. £12,694: *Barby Queen*, Talisman (Sk. C. Craig), 514k, NS, 10 days. £12,411: *Ripley Queen*, Talisman (Sk. J. Deacon), 528k, NS, 12 days. £11,909: *Suffolk Monarch*, Hobson (Sk. D. Smith), 527k, NS, 9 days.

NORTH SHIELDS

£26,396: *Ben Wyvis*, Irvin (Sk. J. Cowie), 119,317kg, F. £19,454: *Ben Gairn*, Irvin (Sk. C. Grimmer), 62,062kg, F. £13,961: *Ben Glas*, Irvin (Sk. W. S. Shearer), 37,428kg, NS. £28,965: *Sedulous*, A.F. (Sk. R. McBain), 18,671kg, NS, 4 days. £3,863: *Scarlet Line*, A.F. (Sk. G. Buchanan), 8,725kg, NS, 4 days. £3,828: *Floreaco*, A.F. (Sk. W. Scott), 7,213kg, NS, 3 days.

MILFORD HAVEN

£6,339: *Rosevear*, Narrard (Sk. A. Simpsou), 206k, 13 days. £21,306: *Armania* (Sk. V. Buschini), 1,401k, and £17,305: *Navena* (Sk. W. Taylor), 1,082k, both Marr, HW, 18 days.

Homewater

£15,311: *Wyre Conqueror*, Wyre (Sk. W. Spearpoint Jnr.), 687k, 15 days.

£5,981: *Samora*, Chapman (Sk. K. Hansen), 252k, NS, 17 days.

£5,835: *Bennisan*, Conao (Sk. J. Jorgen Bojen), 233k, NS, 15 days.

£5,711: *Resilience*, Ward (Sk. D. Bailey), 118k, 15 days.

£2,545: *Arcona Bay*, Chapman (Sk. E. Thomsen), 277k, NS, 15 days.

£7,243: *Coral Bank*, Sleight (Sk. D. McKenny), 251k, NS, 18 days.

£6,813: *Vendetto*, Chapman (Sk. J. Thomsen), 245k, NS, 17 days.

£5,771: *Tanana*, Danbrit (Sk. A. Lunde), 249k, NS, 10 days.

£6,314: *Iris Dean*, Consol (Sk. B. Andersen), 262k, NS, 14 days.

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Tel: 01-353 6961 Telex: 21977

Systmaga

VESSELS FOR SALE

F.V. "COMMORAN" (BCK.92)

Length 84ft, gross tonnage 48, built Jones, Bucks 1868. Made of wood, re-engined September 1871. Box number 300hp 4:1 reduction gear (Baldwin). Taff shaft — stem tube VP prop 150bhp.

New hull number 1871. Smallwood TC37 ton 7 speed hydraulic semi nut and new winch. Large hydraulic rope drum + each 20ft 3in. rope. On this: Osceas Navigator Mk 12.

Ship's property: Kelvin Hughes MS44 echo sounder and bottom lock, Kelvin Hughes 17 radar, auto pilot. Seller transmitter and receiver. Seller Watchkeeper, emergency portable radio Wamer 85 1600 Genset. Kelvin H.L. transceiver (B60).

Offers over £36,000 to Messrs. Richard Irvin & Sons Ltd., Fish Quay, North Shields. Mr. O. J. McKenna, North Shields 70228.

AQUA Sun 24. 1972. Ford six cylinder diesel, complete overhead cam, two banks batteries, bunk, cooker, sea toilet, large wheelhouse, all revised 1976, compass, VHF, search light, deck wash, electric capstan, crane, derrick. Kelvin Hughes 17 radar on hire. Removable deck, pit seats with cushions, 12 and life jackets, two guitars, speakers, 240v, new 3in. warp, 12ft 3in. fire extinguisher, etc. £12,500 for quick sale, no offers.

TRAWLER 85ft, sea or oak, beam 20ft, excellent condition, £2,000. Telephone: Guernsey 04511 25689.

28ft. fast quota fisherman, based on herring hull, completed September 1976, powered by 200BHP Ford Turbo Diesel approx 16 knots. Equipment includes Seavoyor radio, Cetrek autopilot, Simrad E10 sounder, Seavoyor VHF, electric compass, 1000w generator, 1000w pump, deck wash, stainless steel tanks and fittings, spot lights, cooker, heater, fuel toiles and four berths. All other items. Mooring until April 1977, £18,000. Telephone: Brighton 500430.

FAIR MAID (B.F.36)

Built 1958 by Gerald Bras, Arbroath. Overall length 52.5ft, registered length 48.2ft, breadth 11ft, depth 5.8ft, gross tonnage 24.51. Gardner 613 114hp 3:1 reduction gear, 150bhp. Sustained top speed 16 knots. Woodman 200hp 4:1 reduction gear. All gear installed in April 1973. Lylee winch, Bessell capstan, Kelvin trans. winch, new Seller single side band radio, Kelvin VHF, Mark 12 Dacor Navigator, Osceas Radar 202 on hire. Stair wheelhouse and compass. Ropewinder, 12ft 3in. deck, 17ft 6in. Some gear if required.

Enquiries and offers to: R. J. & J. Tullash, Millhouse, Sanday, Orkney. Telephone: Sanday 068-781 382 or 282.

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